

THE CORNUCOPIA MINES REDEEMED FOR \$42,191

Much public interest has been excited in the redemption proceedings in the Cornucopia Mines. Yesterday, Emmett Callahan, acting as agent and attorney in fact for the Cornucopia mines of Oregon, paid over to Sheriff Brown, \$40,266 for the purpose of redeeming the property of the company from the sale made November 28, 1904, in the suit of the J. George Leyner Engineering Work company against the Cornucopia Mines of Oregon, et al. The exact amount necessary to redeem the property from the sale is \$40,191.92. Sheriff Brown states that he offered the money yesterday in cash, gold, silver or bills, or any other shape that the attorneys for the plaintiff might desire, and that while he had deposited the funds in one bank, both banks had agreed to furnish the necessary coin. Sheriff Brown also stated that as soon as he had time to write out the lengthy document he would issue to Mr. Callahan a certificate of redemption.

Up to a late hour last evening the attorneys for the plaintiff, Messrs. Butcher, Clifford & Correll, had not accepted redemption money, standing on certain legal technical grounds, which they were not prepared to explain and which were a matter of interest to their clients alone. It was understood, however, that probably before this morning an understanding would be reached and the redemption money received.

Colonel W. F. Butcher, who has conducted the fight for the local

claimants against the property and has brought the legal battle to successful issue, was not ready last night to make an statement of their position as to this new turn of affairs.

It can only be surmised by those having a general knowledge of the case and properties that some very nice legal points are at stake and that one of the most important legal battles is being played. It might be a very material matter just who paid in the redemption money or on whose account it was paid, as affecting the future title of the property, and again there are some other subsidiary claims involved in this adjustment that must be taken care of. There also comes up the question of the personal property and which was sold by the sheriff November 22, and repurchased by the plaintiff clients. It is asserted that this redemption alone involves only the real property, but all these other questions come up and are to be considered, and doubtless are being considered by the parties most interested.

While the people of this community, who have money due them from this estate and are anxious to get it, yet there are paramount rights and interests which must be adjusted before all can be settled, and in which every claimant is just as much interested as though he was an owner of the property.

It is expected that settlement of all these questions can be announced today by Colonel Butcher and the attorneys interested.

BULLION FROM THE DIXIE

Zoeth Houser, owner of the Dixie gold mine, near the multimetallic Standard, at Quartzburg, in which he is also interested, came in yesterday and departed this afternoon for his old home in Pendleton.

Saugly ensconced in one of Mr. Houser's pockets is a chunk of virgin yellow gold, in the shape of a bullion bar, resulting from the first day's run of the Dixie's new five stamp mill, the erection of which has just been completed by Millwright B. L. McLean, of Sumpter.

"I figured on the Dixie ore running about \$8 per ton on the plates," said Mr. Houser to a Miner man this morning, "but it is beating that all

to smash. It costs about \$4 per ton to mine and mill, so you see that a snug margin of profit is left. I have about 500 tons of free milling ore ready to run under the stamps, and Lord knows how much more there is in the mountain.

"I was compelled, by the topography of the country surrounding the Dixie mine, to build the mill on Dixie creek, a considerable distance from the working tunnel. This necessitates hauling the ore by wagon from the tunnel to the crusher floor, which explains the high cost of mining and milling. This fault will be remedied next summer, by the building of an aerial tram."

FOUND A GOLD BONANZA, LUCK DROVE HIM CRAZY

A story comes from Mexico of a New York man who went out as a prospector and was driven insane by a splendid discovery of gold. His name is J. M. Jameson, lately of New York, and he has recently so far regained his health that he set out to relocate his ledge. He says the exact spot is clear to him and he will have no trouble in finding it.

It was after months of toiling and untold hardships that the find was made. Exhausted physically by the privations and the hard and

lonely life among the wild mountains of Chihuahua, the sudden realization of his hopes and dreams proved too much of a strain and the mental collapse followed.

With a bag of samples of free milling gold, he made his way to an outpost of civilization and at a small hamlet forwarded it to El Paso for assay. He then wandered aimlessly for days; was at length found almost dead and wildly insane. He was taken to Durango, where he was placed in the charge of the officials.

Fortunately he was recognized by Americans and his relatives in Buffalo, New York, were wired. A brother immediately responded, making a quick trip from Buffalo to

Durango. He took the demented man in charge and gave him every care. The brother attempted to learn something of Jameson's interests, where his claims were located, their status regarding legal title, etc. With the exception of a group of copper prospects near Guerrero, he could obtain no information. The ailing man could throw no light upon the subject, although he talked wild about a great gold find. Giving up further investigation, the brother returned east, taking him along.

Careful nursing, change of air and scenery produced excellent results and his condition improved slowly but surely.

In the meantime the assays at El Paso developed that the samples were of exceptional richness. The story regarding Jameson leaked out and many old prospectors, fired with zeal, set forth and spent months in searching for what Jameson had found only to immediately lose. One by one they returned with reports of fruitlessness of the mission. The hidden wealth yet lies unrevealed in the mountain fastness of western Chihuahua or Durango.

Mr. Jameson is now supplied with ample funds and will lose no time in relocating his bonanza. He remembers everything distinctly up to the time of being taken ill, and thinks he will have no trouble in picking his way through the mountains to the spot. The ledge, he says, is in an isolated section that is practically unexplored. It is a vein or decomposed quartz that is uncovered at only about ten feet below the surface and is fairly glistening with the yellow metal.

THE OVERLAND LOOKS GOOD AND IS GOOD

Superintendent Frank McCarvel, of the Overland mine, adjoining the California in Cabel Cove, is in Sumpter today.

"We are working in from three to six feet of fine concentrating ore in Tunnel No. 3," he said to a Miner reporter. "Higher values are coming in all the time. I am filling the ore on the dump, in readiness for the installation of a reduction plant. The rich shoot of shipping ore opened in the upper tunnel is tied up by the deep snow. We can't get at it conveniently just now."

"General Manager Bain writes from Chicago that he will be home in a few days."

"The Overland not only looks good, but is good."

Diamond Worth \$4,000,000.

A telegram from Johannesburg, So. Africa, dated January 27, says: "The largest diamond ever discovered has been found near Pretoria. The stone weighs 3,032 karats, and is said to be pure white and of good quality. It is locally valued at \$3,500,000 to \$4,000,000. The famous Kohinoor, which is valued at \$600,000, weighs 123 karats, though it is said to have weighed 900 before it was cut. There is immense excitement here and at Pretoria as a result of the discovery." To this dispatch the New York Commercial adds: "News of the finding of a 3,032 karat diamond near Pretoria was confirmed yesterday in New York by cablegram to Ex-Representative Jefferson M. Levy, who is the principal American stockholder in the Premier Diamond Field in the Transvaal, in whose ground the find was made."

FIRST MATTE FROM LANDORE SMELTER

H. E. Reynolds brought to Council last week the first load of copper matte from the Ladd Metals company's smelter at Landore, says the Council Advance. On the day following the arrival of Mr. Reynolds, two more loads were delivered at the railroad there, the three loads aggregating about six tons.

The shipping of this consignment of copper marks a new era in the mining business of the Seven Devils district, as it proves that the Ladd Metals company has struck the keynote of success in smelting refractory ores in that section.

Mr. Reynolds informs us that the smelter is handling sixty tons of ore daily and has only enough ore to keep it busy for about six weeks, but he says that several of the large mines will now commence work on a larger and more permanent basis, since they have a ready sale for their product.

The matte comes from the smelter in the form of bricks, 24 inches long by 10x12, and each one weighs about 400 pounds.—Weiser Signal.

I. X. L. MINER'S LEG BROKEN THIS MORNING

Dr. Pearce received a telephone message this morning, calling him to the Snow Creek mine, the only information given being that a man had been injured. The doctor left on the train for Tipton.

Manager Fred D. Smith, of the company, who is in town today, hearing of the accident, telephoned at once to get the details. John Shake was working in a stope, a large rock fell, striking and breaking his leg below the knee. The foreman stated to Mr. Smith over the wire that he noticed that the rock was loose and told Shake to take it down, who said: "All right, I will; just as soon as I finish this hole." He had scarcely reached the lower stope, perhaps ten minutes later, when the rock fell. The wounded man was taken at once to Tipton, to meet Dr. Pearce, and was brought to the hospital here on the afternoon train.

Women's Observation Cars.

'Rah for the Chicago, Milwaukee & St. Paul Railway. It has advanced, at one leap, fifty years to the lead, by putting on observation cars which have compartments for women.

Ordinarily a woman is pretty much of an intruder in an observation car, when she has the nerve to fight her way through the tobacco smoke and timidly pick out a seat which isn't occupied by the feet of some imperial male being.

There is no doubt about it, the most effective answer to the man who claims America to be a paradise for chivalry, would be to dress him up as a woman and make him spend two days in an American railway coach. The custom of providing 10x10 compartments for men to smoke in, and 4x4 closets for women to dress in, three at a time, is a regular airbrake on the progress of civilization.

The Chicago, Milwaukee & St. Paul railway ought to be given a medal.—Nonpareil, Council Bluffs, Ia., December, 9, 1904.